THE THAMES BOATING GUIDE.

SHOWING DISTANCES BETWEEN EACH LOCK, ETC.

WITH CAUTIONS AGAINST ACCIDENTS.

BY

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CAUTIONS AGAINST ACCIDENTS.

(*Written expressly for the Thames Boating Guide.*)

PLEASURE boats of the present day are more narrow, shallow and lightly built, consequently not so steady as formerly. Many boats are now like a sensitive balance, the least weight on one side instantly affects the other. The following cautions are therefore given to those who wish to enjoy rowing on the Thames, and when life is concerned, such observations cannot be needless.

1st.—No person should go into a canoe or wager boat unless he can swim. The following remarks scarcely apply to such parties.

2nd.—The towing-path side of the river should be followed in going down stream above Teddington Lock, (as it leads direct to the lock) or someone in the boat should know the position of the locks and weirs past which the party go.

3rd.—Never loiter in the vicinity of weirs. Keep well off from such, especially in high water when sluices are even partly up. It is destruction to a boat if drawn in. The water above a weir, though looking quieter, is more dangerous than the turbulent pool below.

4th.—Look out for steam launches, give them a wide berth and be prepared for the wash those pests of the river make; the owners of such craft have but little or no consideration for parties in frail boats, they themselves are safe, and sometimes appear to be amused at putting others in jeopardy. Take name of any steam launch going furiously, and report such to Capt. Burstal, Thames Conservancy Offices, 41, Trinity Square, Tower Hill, London; to whom complaints in general should be addressed.

5th.—Changing seats in a boat is the most fruitful cause of accidents, especially dangerous when a woman attempts such. If a change is desired it should never be made in mid-stream, but the boat should be run to shore, and then be steadied by the boat-hook on land, or on a tree, while exchanging seats.

6th.—Standing up suddenly from a side seat is sure to upset a boat, for the balance is at once destroyed. No standing up should be allowed, excepting to the man who may be conducting the boat through the lock, etc. It is of the greatest importance that all the parties should keep their seats.

7th.—No larking should be allowed. A boat of all places is most dangerous for anything in the nature of playing.

8th.—Catching at water-lilies (or other objects) is also dangerous for in the early stage of their growth the stalks are almost as strong as a cord. The writer was once nearly pulled out of a boat by snatching at a water lily.

9th.—Going through a lock if rowing up stream requires great caution to prevent any part of the boat getting under projecting timber, and so being held down while the water is rising. Stone locks are safer in this respect than timber locks, but the former are objectionable from the fact that there is nothing to hold by. Chains may be suspended in stone locks, but it is no easy matter to catch

them, and the boat-hook sometimes cannot quickly be withdrawn from a chain. Be careful not to let the rudder cords trail behind the boat, and get jammed in between the lock gates.

10th.—Towing a boat is frequently the cause of fatal accidents. Much depends on steering as near as possible in a straight line with the person towing. If steering is irregular or should the rudder cords get entangled or accidentally crossed, or when rounding a point the boat veers out into the stream; anyone towing with their back to the boat, and having no knowledge of what has taken place easily pulls the boat over, especially if the tow line is fixed on the top of a boat-hook put up as a temporary mast. This is commonly done for the line to clear bushes or reeds on the banks. Therefore *in all cases*, whether a tow line is attached to a mast, or only to the fore thwart of a boat, the line should never be tied there, but a person looking ahead should hold the end of the line from the mast or side of the boat in his hand and be ready to let go instantly if occasion demands. The man or boy towing should *never run*, and the closer the boat is to the bank the easier is the towing. A tow line should be about 45 yards long. Towing pleasure boats by a horse is dangerous. If the mast is erected in the bow of the boat, no one should attempt to get past it, for the act of catching hold of it frequently upsets a boat. Masts are not recommended.

11th.—It is very imprudent to leave only a lady in a boat to steer, while a man tows it on shore, especially in a strong stream or near weirs, for if the line breaks she may be unable to immediately take the sculls and prevent it being drawn to the weir.

12th.—Outriggers although rather favourite boats with men, should never be patronised by ladies—such boats are most easily swamped, especially in locks.

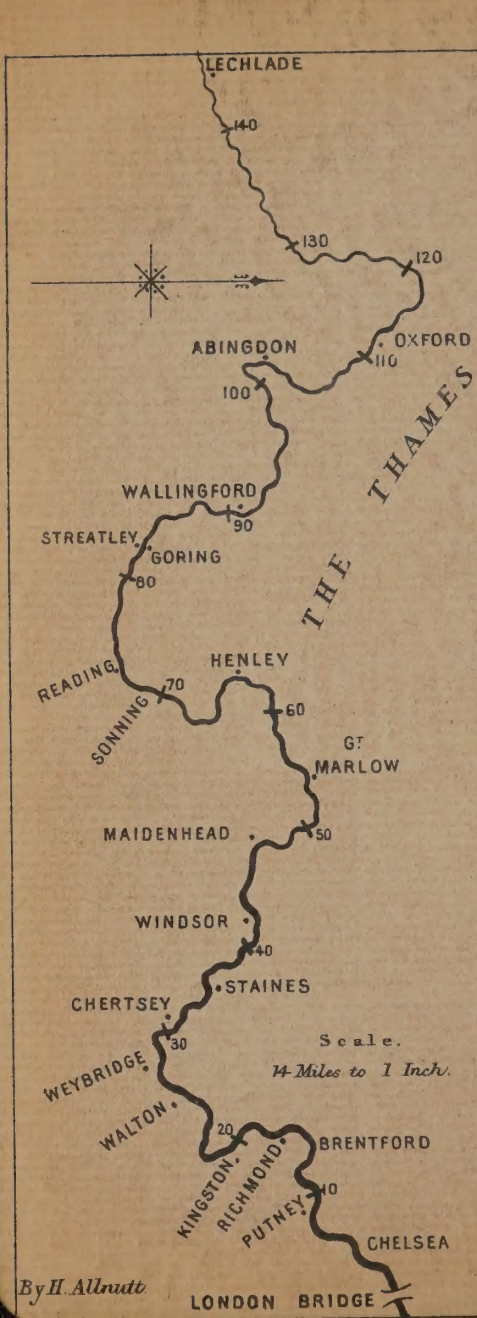
13th.—If unfortunately a person falls into the water, no attempt should be made to draw them back *over the side of the boat*, for such will assuredly lead to further disaster. The person immersed should hold on or be held to the side of the boat, whilst it is rowed to shore. The weight of the body is trifling in water, but it becomes heavy as it is lifted from the river. There is but little danger if the head can be kept above water, while the boat is going to land.

14th.—No party should be on the water after dark. The return journey should be timed so as to reach home within an hour after sun-set. There are quite enough dangers on the river in the day-time, without adding to such by rowing in the dark.

15th.—Lastly. It should be remembered by every person forming a boating party, that the safety of all depends on the conduct of each. It is almost impossible for a person to fall overboard without upsetting a boat, and so endangering the lives of all. In this respect excursions on a river are totally different to riding in a carriage, for this cause large parties should be avoided.

HENRY ALLNUTT.

[Mr. Allnutt's paper "Boating on the Thames" suggesting that danger indicators should be put up near weirs, &c., can be had from 42, Essex Street, Strand, on receipt of two penny stamps.]



Miles from London Bridge.

Thames Head Bridge	162¼
Cricklade Bridge...	155½
Inglesham Lock	145
Lechlade Bridge	144½
St. John's Lock	143¾
Buscot Lock	142½
Rushey Lock	135
New Bridge	127
Pinkle Lock	121
Godstow Lock	115½
Osney Lock	113
Folly L.&B. (Oxford)	112
Iffley Lock	110½
Sandford Lock	109
Abingdon Lock	104¼
Abingdon Bridge	103¾
Culham Lock	101¾
Appleford Railway B.	100½
Clifton Lock	99
Day's Lock	96
Shillingford Bridge	93¼
Benson Lock	92
Wallingford Bridge	90¾
Chalmore Lock	90¼
Moulsford Railway B.	87½
Cleeve Lock	85½
Goring Lock	85
Streatley Bridge	84¾
Whitchurch Lock	80¾
Pangbourne Bridge	80½
Mapledurham Lock	78½
Caversham Bridge	74¾
Caversham Lock	74
Sonning Lock	71½
Shiplake Lock	68½
Marsh Lock	66
Henley Bridge	65
Hambledon Lock	62¾
Hurley Lock	59
Temple Lock	58½
Marlow Lock & B.	55¾
Cookham Lock	52½
Boulter's Lock	50½
Maidenhead Bridge	49¾
Bray Lock	48¼
Boveney Lock	45
Windsor Bridge	43¼
Romney Lock	42¾
Victoria Bridge	42
Albert Bridge	40½
Old Windsor Lock	39¾
Egham L. (Bell Weir)	37
Staines Bridge	36
Penton Hook Lock	34
Chertsey Lock	33
Shepperton Lock	30
Walton Bridge	28
Sunbury Lock	26½
Molesey Lock	23½
Hampton Court B.	23¼
Kingston Bridge	20½
Teddington Lock	18¾
Richmond Bridge	16
Kew Bridge	13
Barnes Bridge	11
Hammersmith Bridge	9
Putney Bridge	7¼
Wandsworth Bridge	6
Battersea Bridge	5
Chelsea Bridge	3¼
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OPINIONS OF THE PRESS.

I should advise every frequenter of the river to supply himself with one of t little boating guides.—*Land and Water.*

Mr. Henry Allnutt the energetic secretary of the National Footpath Preserva Society, has just published a most useful little Thames Boating Guide, price 6d. know no other guide which gives such a handy plan of the river. Instead of havin unfold a map almost as long as the river itself, by a most ingenious arrangement get it all on a page six inches by four. Every one who goes on the Thames a London should get one of these guides; the cautions against accidents are simple sensible.—*Fishing Gazette.*

A Thames Guide.—Mr. H. Allnutt, late of Henley-on-Thames, has just issued a un guide to boating men on the Thames shewing distances between each lock, &c., cautions against accidents. Every boating man should possess himself of a co this valuable river guide.—*Reading Observer.*

We have received a copy of this guide, by Mr. Henry Allnutt, of Kensington. the guide a diagram is given showing the course of the river Thames in mile sect from London Bridge to its source, all the locks and bridges being marked. Allnutt gives some cautions to persons who engage in boating on the river, and i commendable advice is followed, many of the accidents which occur almost daily be prevented.—*West London Observer.*

A very handy companion for the thousands of people now to be found every sum on the Thames. The cautions against accidents are the outcome of many long y acquaintance with the river.—*Henley Free Press.*

Mr. Allnutt has brought out a capital little sixpenny pocket guide, containi novel map so that the distances of the various locks can be calculated at once. fifteen very capital cautions, if remembered, would undoubtedly cause a great dim tion of accidents.—*Anglers' Journal.*

Most favourable notices appeared in the *Richmond Times* and other newspapers.

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